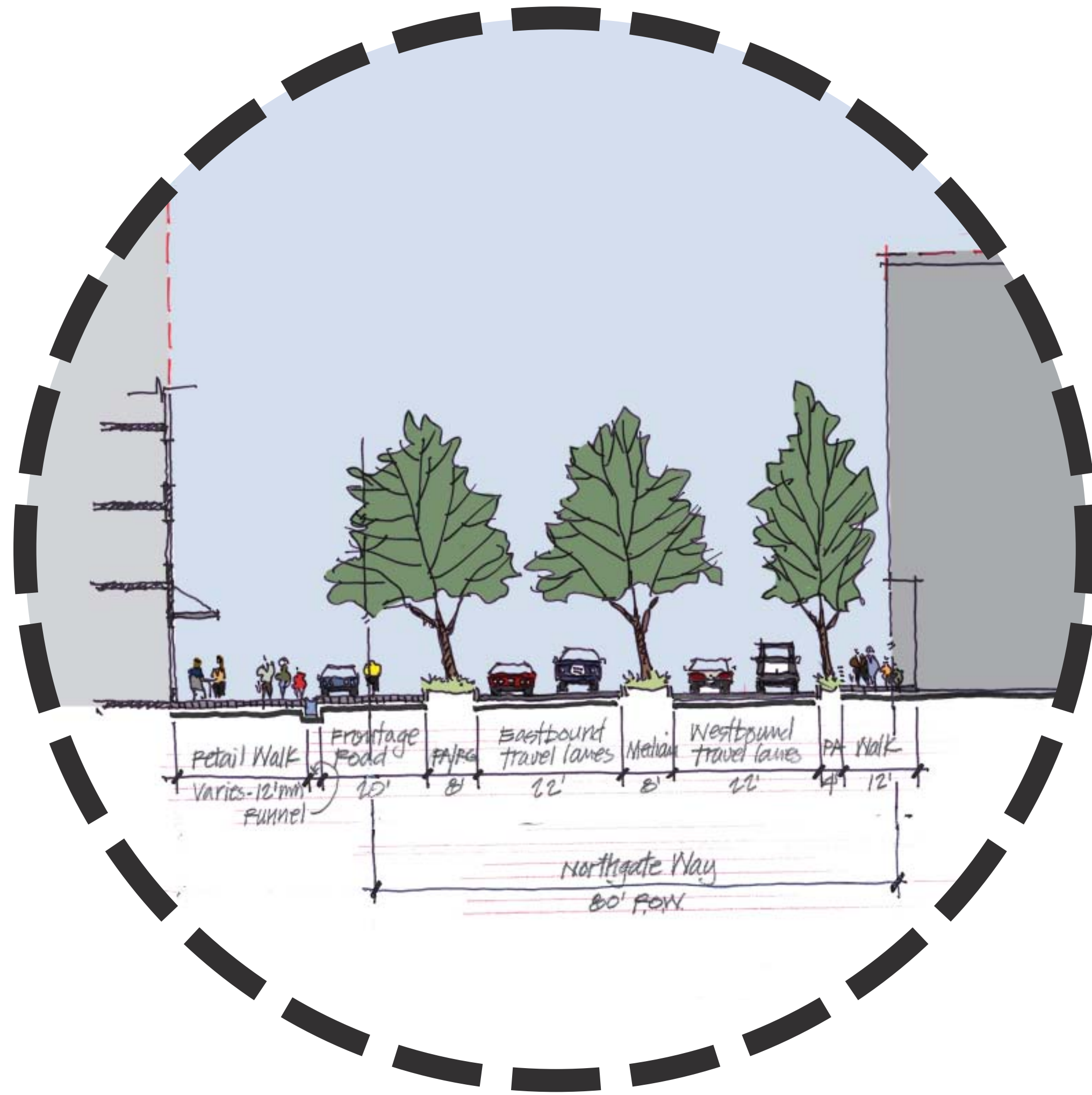


a₁ main street - major pedestrian street



Largest volume of through vehicles.

Best pedestrian space created adjacent but off of main thoroughfare.

Bikes and pedestrian priority area at frontage zone with local and garage access, service and short term parking.

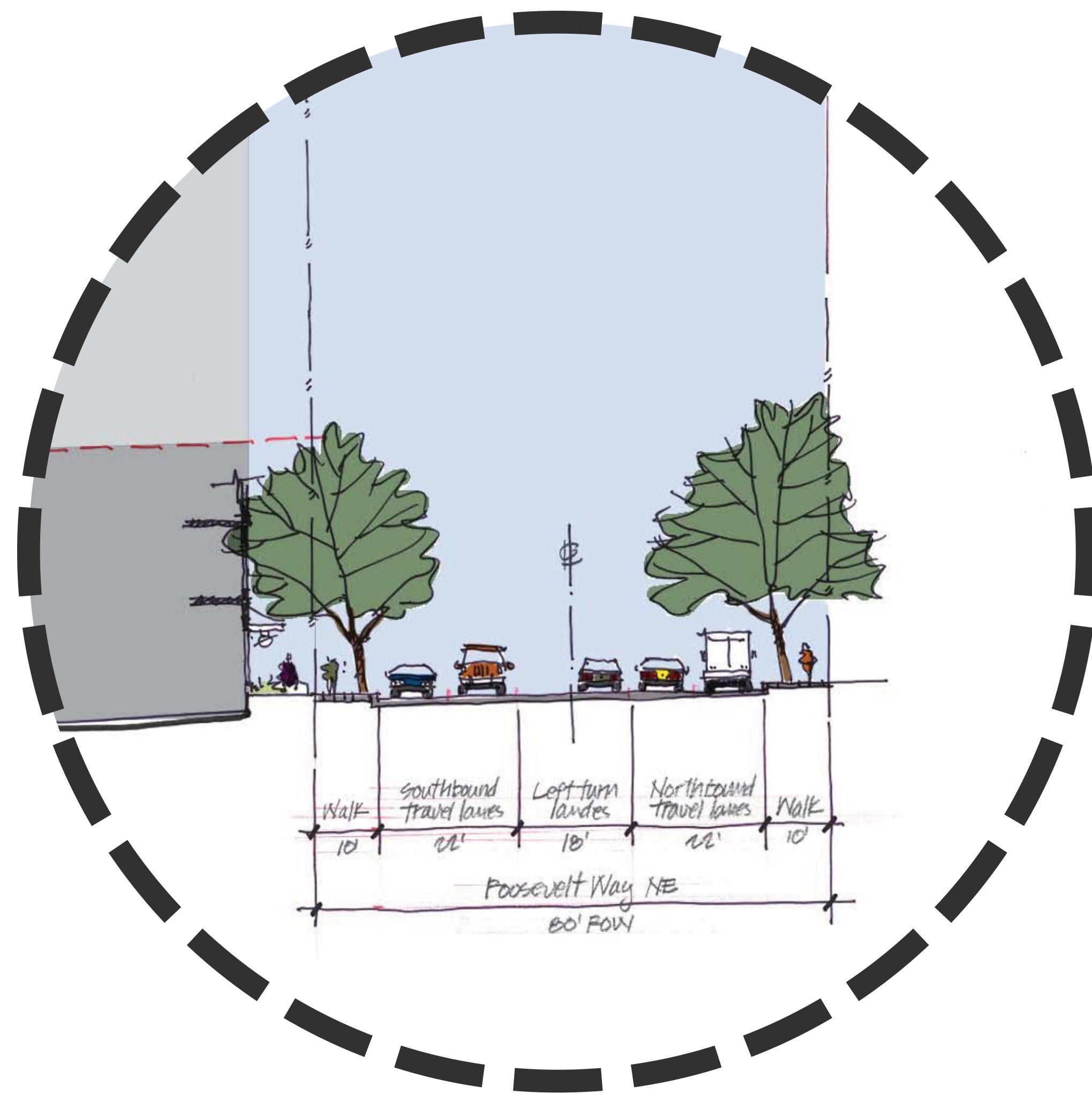
Rain gardens, street trees, runnel strip and specialty paving at frontage zone; no curb.

Underground utilities, coordinated street furnishings & transit stops.



Main street / major pedestrian street | images depicting retail, outdoor seating, shopping and frontage space.

a₂ main street - special landscaped arterial



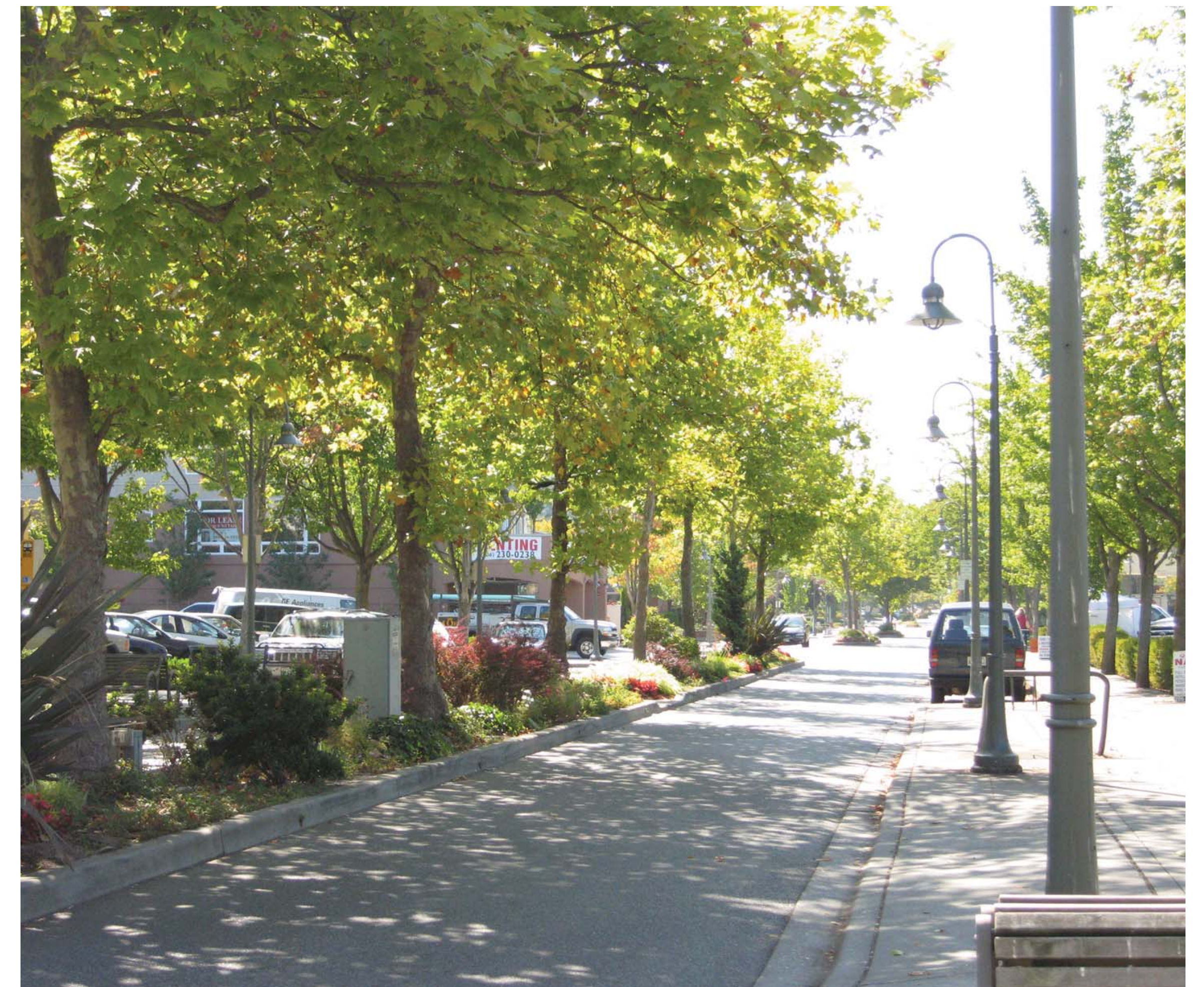
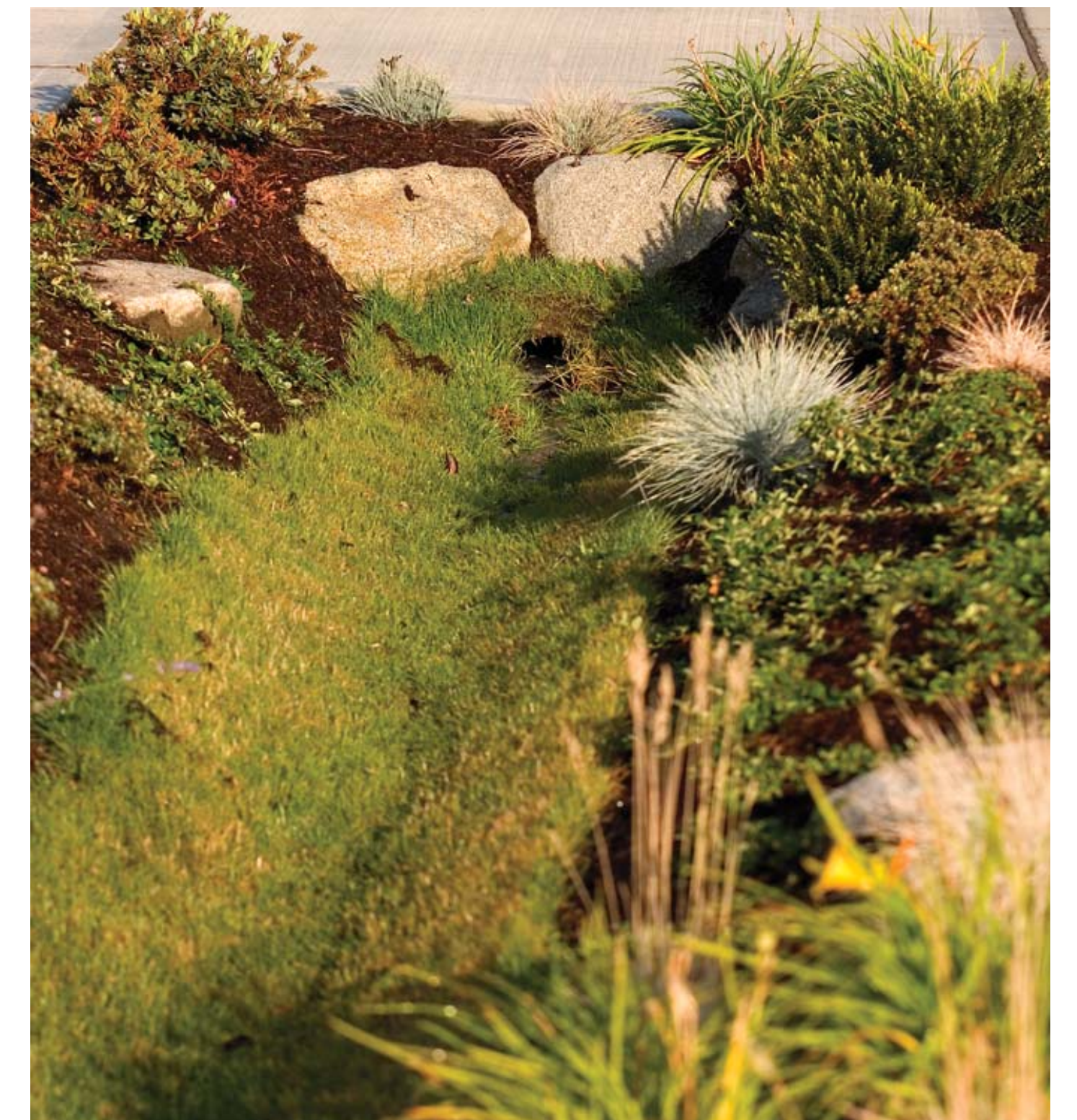
Through traffic (1-2 lanes each way) with on-street parking.

Marked, designated bike lane with bicycle parking integrated into streetscape design.

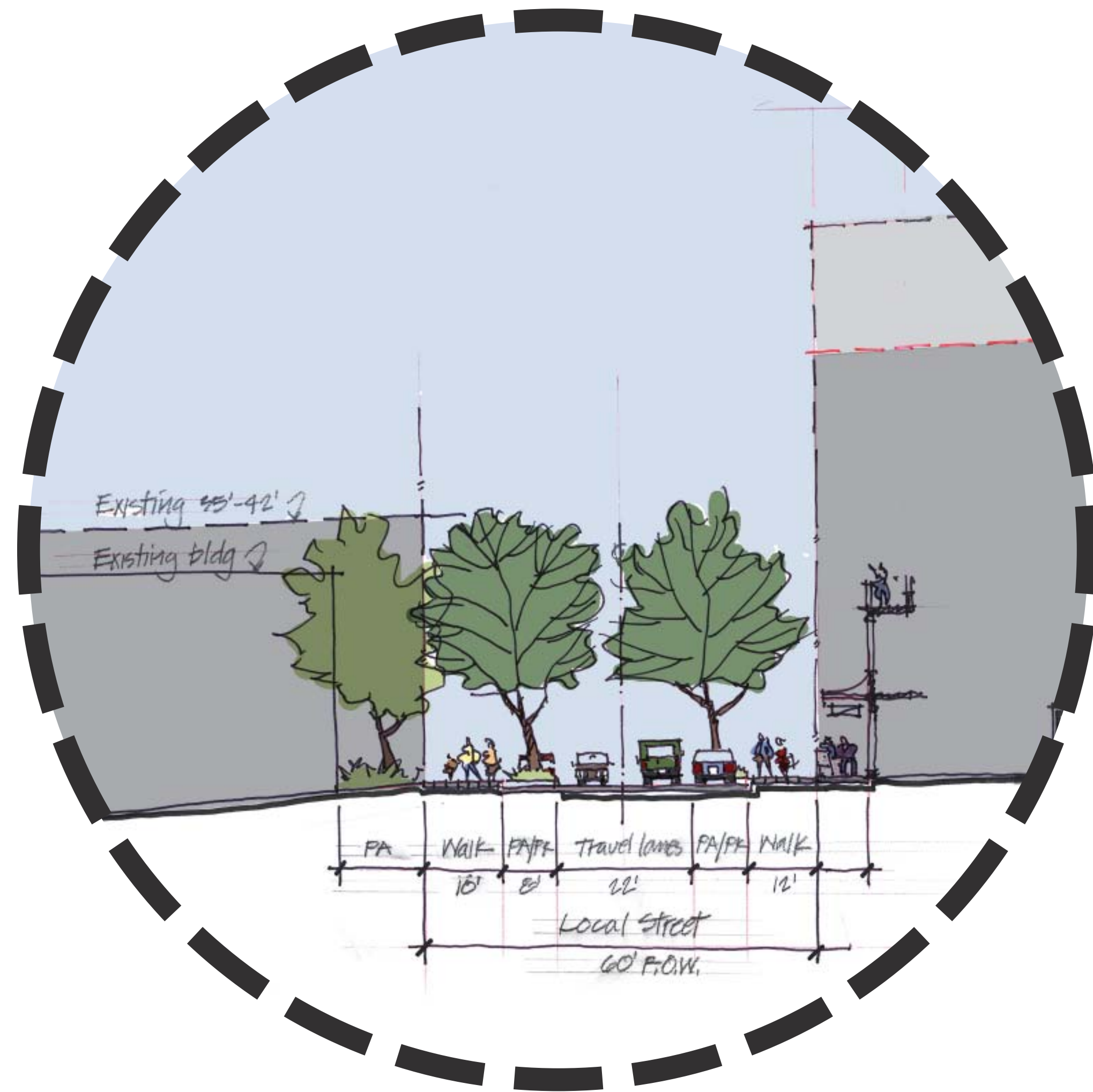
Large canopy street trees with understory planting and integrated natural drainage strategies.

Pedestrian resting / seating areas buffered by planting.

Underground utilities to enhance property values and reduce visual clutter. Coordinate with existing and proposed street tree locations.



main street / special landscape arterial | images depicting wider sidewalks, medians and rainwater plantings.



Provides access within neighborhood, shared lane.

On street parking, both sides, calms traffic & enhances pedestrian space. Large canopy street trees over roadway.

Curb bulbs shorten crossing distances and provide space for additional street trees and furnishings.

Underground utilities. Marked bike sharrow.

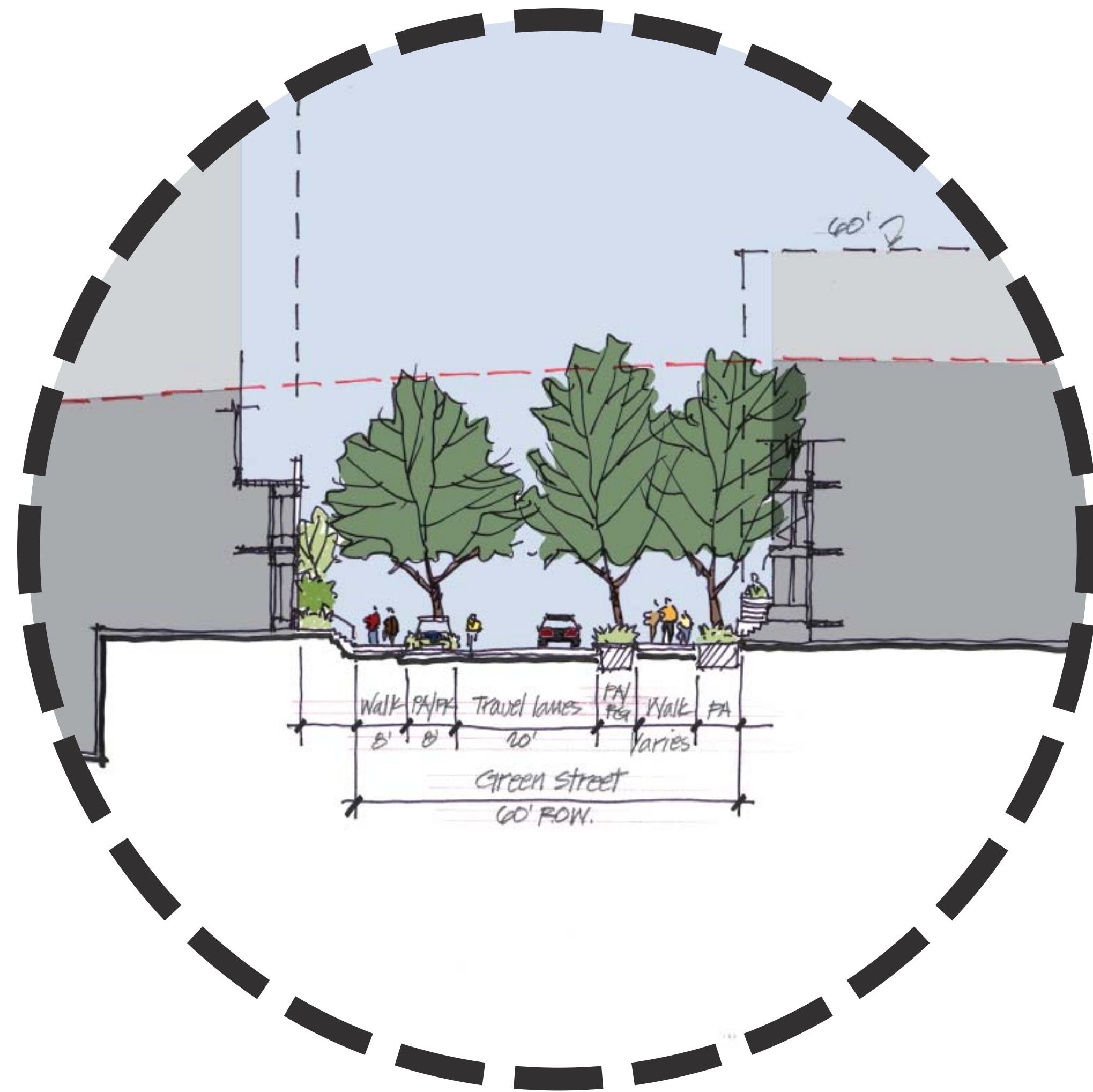
Natural drainage strategies to achieve zero discharge goal.

Ground floor uses include live-work, entries, common areas.



Local street | images depicting streetside dining, retail edge, tree canopy and on-street parking.

C green street



Provides access within neighborhood (one lane each way).

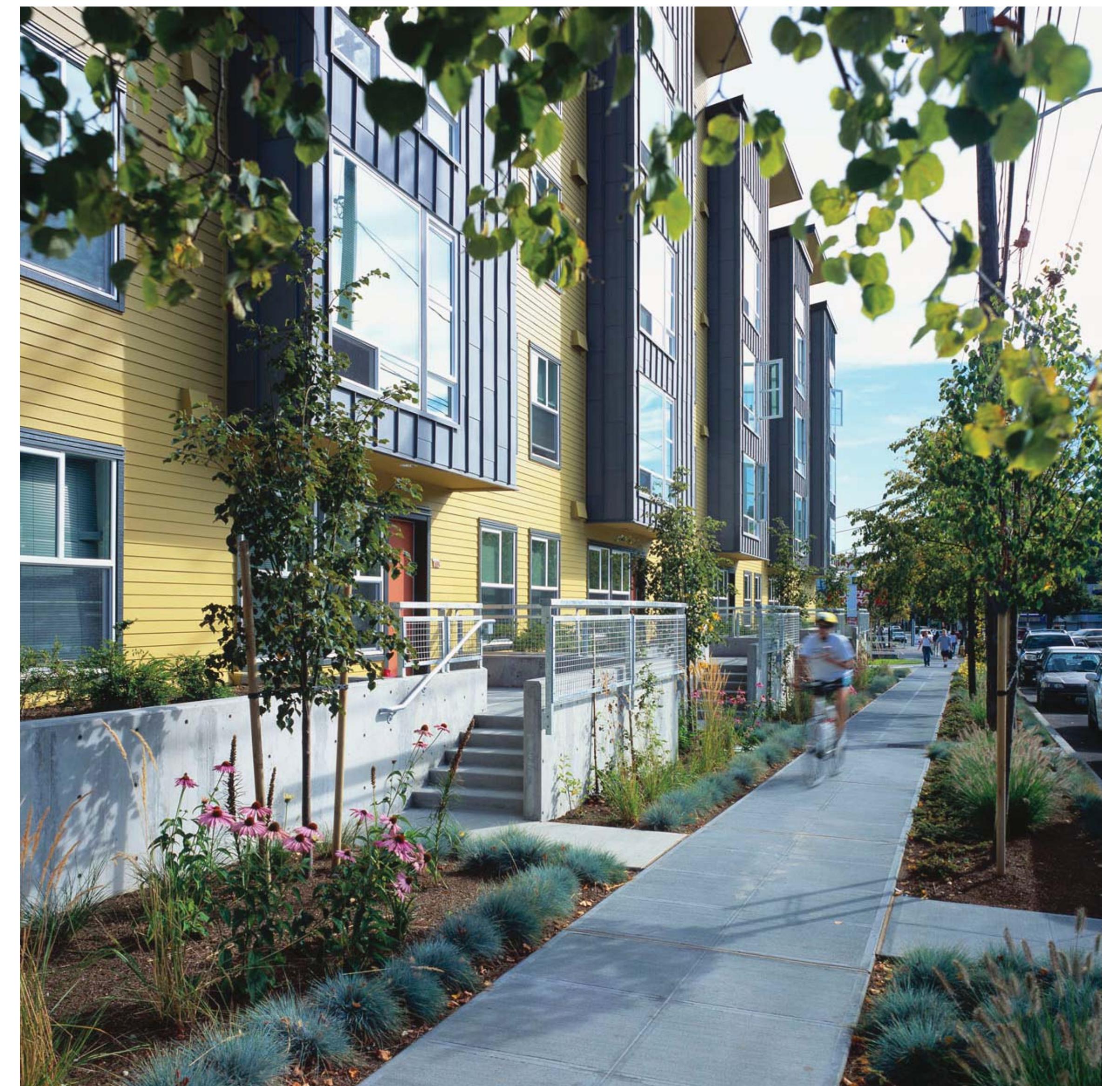
On street parking (both sides) calms traffic & enhances pedestrian space.

Curb bulbs shorten crossing distances and provide space for additional street trees and furnishings.

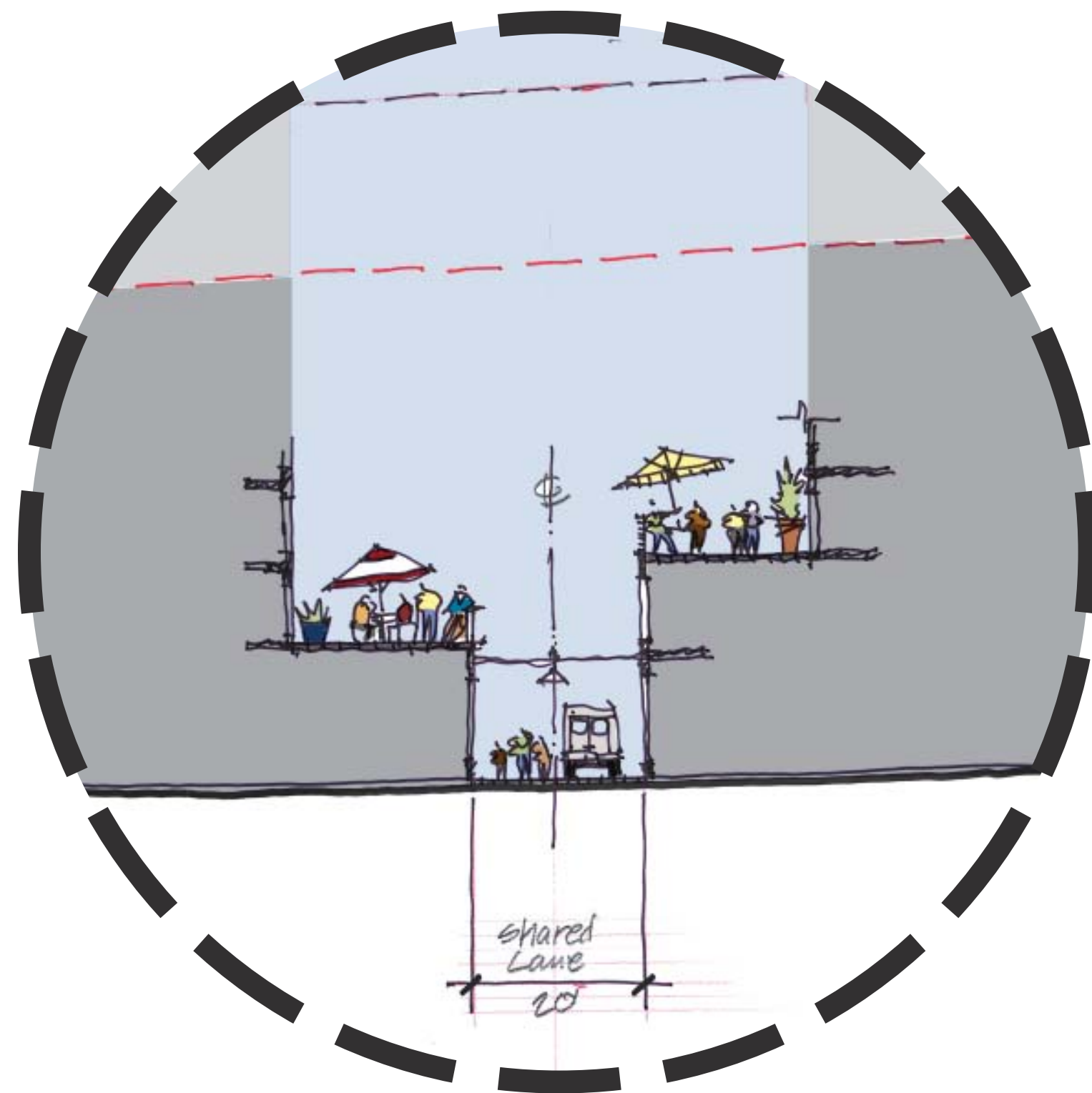
Underground utilities.

Marked bike sharrow.

Ground floor uses include live-work, entries, common areas.



Green street | images depicting diversity of planting, ground floor use and activation, on-street parking and rainwater strategies..



Provides service, access, garage entries, bike and pedestrian shortcuts.

Specialty / permeable pavement, no curbs or street trees.

“Second front doors” for shops, live/work units and businesses.

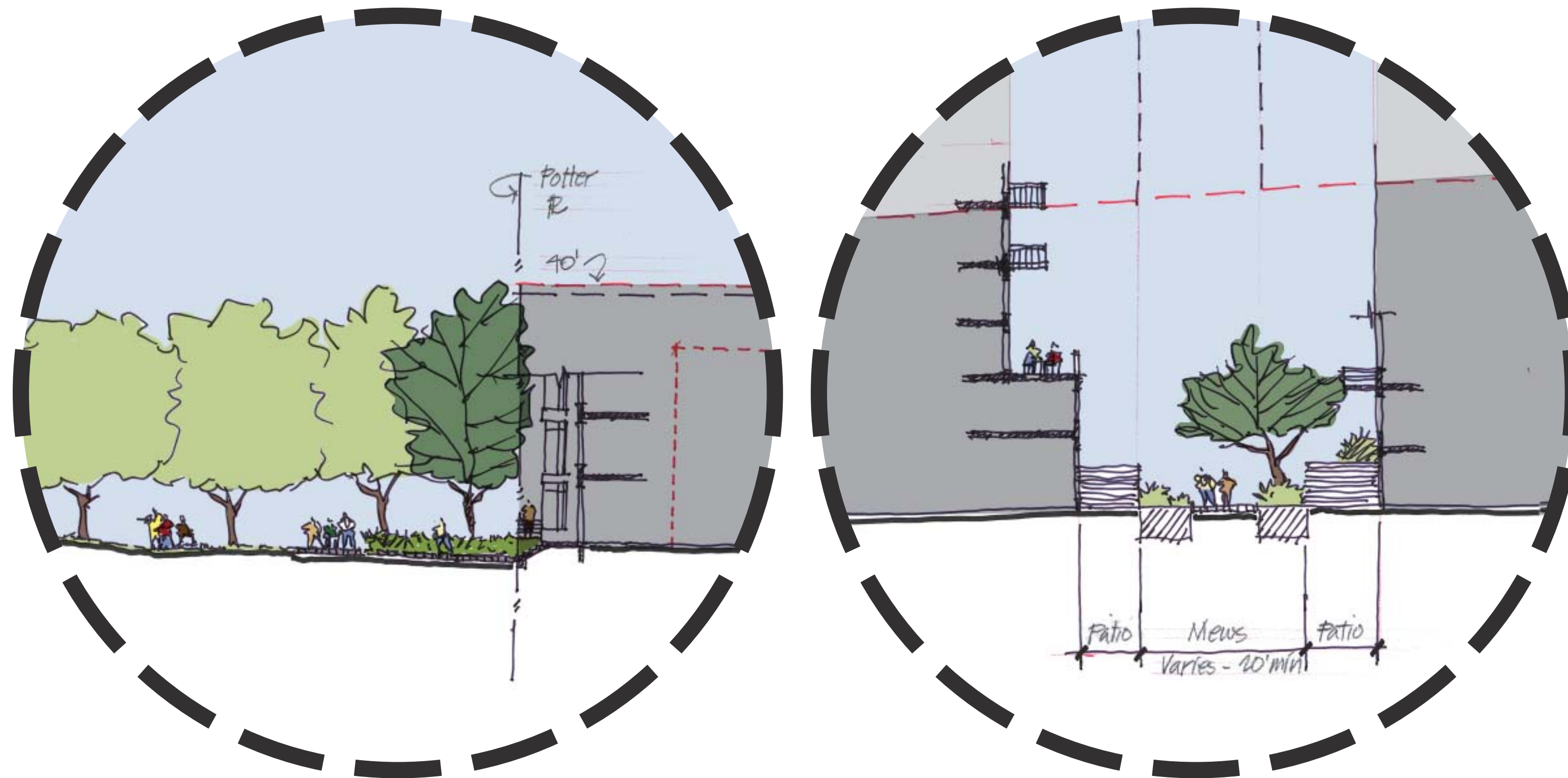
Lighting from buildings & catenary overhead wires.

A working, rugged and modest space, i.e. Post Alley.



Shared lane | mix of service access and pedestrian activity.

e pedestrian mews



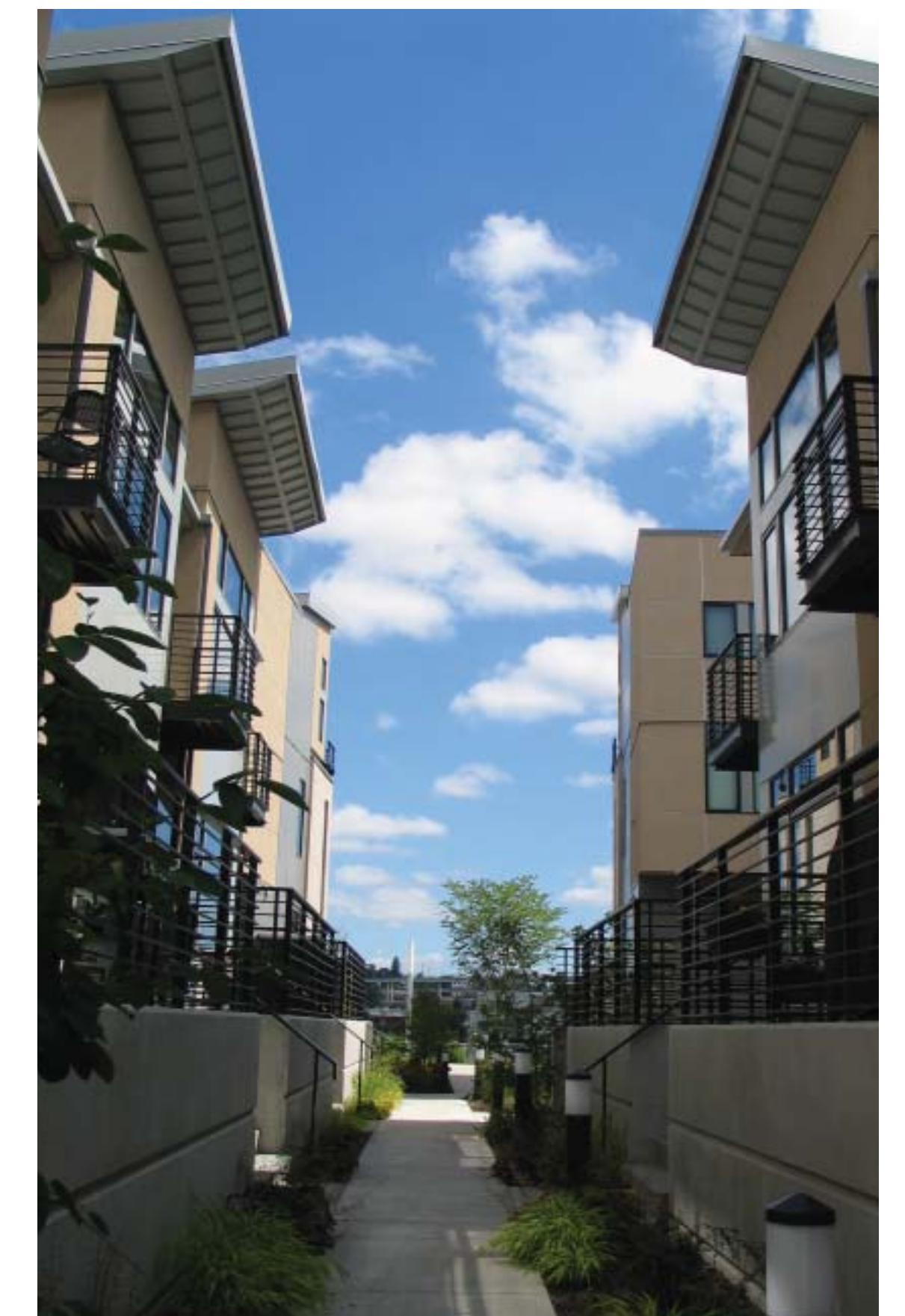
For walking, strollers, and neighborhood connections.

Minimum paved walking surface. Accommodate access for emergency vehicles only.

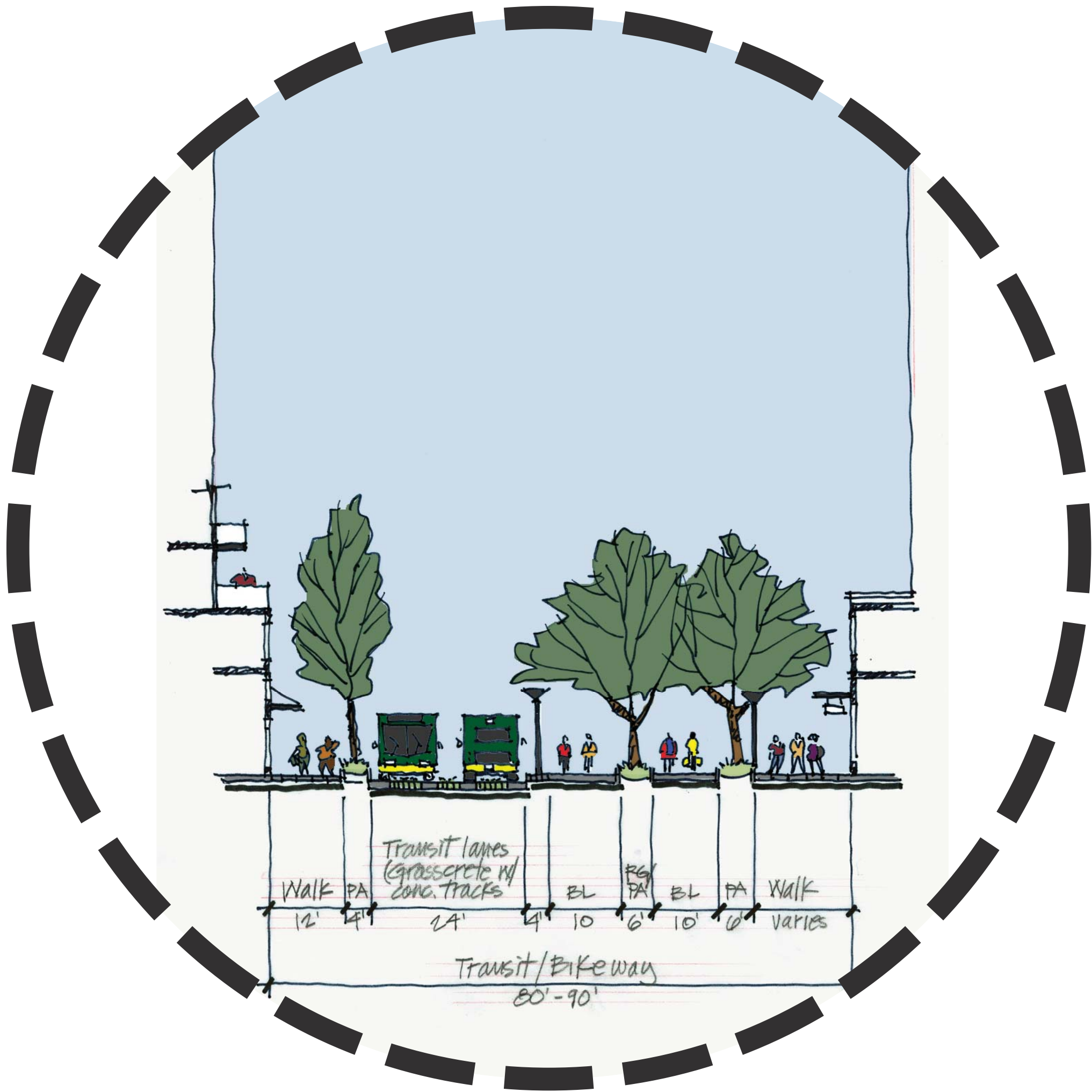
Landscaped as linear garden with trees, pedestrian-scale lighting, specialty paving and furnishings.

Integrated rainwater strategies such as raingardens, natural drainage collection, building water collection and art.

Provide “garden entries” for townhouses at the base of larger residential buildings.



Pedestrian mews | images depicting various levels of scale, edge treatments and ground floor activation.



- Access limited to transit, bikes, pedestrians and emergency vehicles.
- Reclaim pavement for trees, reduce impervious surfaces (reduce run-off and heat island effects).
- Linear greenway with specialty pavement or green between transit paths.
- Designated bike boulevard lanes.
- Seating areas for meeting, gathering and resting.



Transit / bikeway | images depicting transit and bike priority and enhanced greenway character.